

To: Argyropoulos, Paul[Argyropoulos.Paul@epa.gov]
From: Michael.McAdams@hklaw.com
Sent: Fri 12/20/2013 12:46:00 PM
Subject: Re: intermediate feedstocks.

I am at the inn laws for xmas. Hope you and your families have a good holiday. We certainly all deserve some time off after this year. All the best my friend. Catch up in the new year.

Sent using BlackBerry

From: Argyropoulos, Paul [mailto:Argyropoulos.Paul@epa.gov]
Sent: Friday, December 20, 2013 06:54 AM Eastern Standard Time
To: McAdams, Michael J (WAS - X75140)
Subject: RE: intermediate feedstocks.

Hey,

Not sure if you are around Monday but if so maybe we can grab coffee or lunch.....

Paul Argyropoulos

Senior Policy Advisor

US EPA

Office of Transportation and Air Quality

Phone: 202-564-1123

Mobile: 202-577-9354

Email: argyropoulos.paul@epa.gov

Web: www.epa.gov

From: Michael.McAdams@hklaw.com [mailto:Michael.McAdams@hklaw.com]
Sent: Thursday, December 12, 2013 10:05 AM
To: Simon, Karl; Argyropoulos, Paul
Subject: intermediate feedstocks.

Karl, Paul, My hats off to you all for a very difficult and busy couple of months. Sorry to add to the myriad of issues you are currently trying to tackle. My members are extremely concerned with the ramifications of the current discussions concerning the definitions and applications for gaining access to RIN support in the discussion concerning intermediate feedstocks. In working with legal counsel and over a dozen companies we have prepared a white paper for your consideration which I have attached.

As I know the holidays are upon us and you have multiple other challenges I wanted to send you the document for your review. Obviously at the appropriate time I would be more than delighted to bring in a reflective delegation who would be impacted with a restrictive interpretation to discuss the finer point. Thank you.

Michael McAdams | Holland & Knight
Sr Policy Advisor
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To: Argyropoulos, Paul[Argyropoulos.Paul@epa.gov]
From: Larry Schafer
Sent: Tue 12/3/2013 4:26:21 PM
Subject: RE: Are you swamped this week ...

Would like to touch base with you about Thursday ... even though it is more of an event for us than it is for you ...

And if you get thirsty ... this week then let me know ...

Larry Schafer

National Biodiesel Board

O: 202.737.8801

ex-4


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From: Argyropoulos, Paul [mailto:Argyropoulos.Paul@epa.gov]
Sent: Tuesday, December 03, 2013 11:24 AM
To: Larry Schafer
Subject: RE: Are you swamped this week ...

Beyond swamped.....

Paul Argyropoulos

Senior Policy Advisor

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Mobile: 202-577-9354

Email: argyropoulos.paul@epa.gov

Web: www.epa.gov

From: Larry Schafer [<mailto:lschafer@dcdiamondgroup.com>]

Sent: Tuesday, December 03, 2013 11:23 AM

To: Argyropoulos, Paul

Subject: Are you swamped this week ...

=====

Larry Schafer

LS

To: Argyropoulos, Paul[Argyropoulos.Paul@epa.gov]
From: Michael.McAdams@hklaw.com
Sent: Fri 9/20/2013 4:30:49 PM
Subject: FW: Finally went in the water yesterday.

[IMG_8120.jpg](#) *ex. b*
[IMG_0078.jpg](#) *ex. b*
[IMG_9860.jpg](#) *ex. b*
[IMG_6460.jpg](#) *ex. b*
[text_4.txt](#) *ex. b*

Paul: hope you are well. Yesterday, I finally got the boat in the water. Wanted to share a couple of pics with you. Hope you have a good weekend planned. Best

Michael McAdams | Holland & Knight
Sr Policy Advisor
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From: 2023908996@mms.att.net [mailto:2023908996@mms.att.net]
Sent: Friday, September 20, 2013 12:29 PM
To: McAdams, Michael J (WAS - X75140)
Subject:

******IRS CIRCULAR 230 DISCLOSURE: TO ENSURE COMPLIANCE WITH REQUIREMENTS IMPOSED BY THE IRS, WE INFORM YOU THAT ANY TAX ADVICE CONTAINED IN THIS COMMUNICATION (INCLUDING ANY ATTACHMENTS) IS NOT INTENDED OR WRITTEN BY HOLLAND & KNIGHT LLP TO BE USED, AND CANNOT BE USED, FOR THE PURPOSE OF (I) AVOIDING TAX-RELATED PENALTIES UNDER THE INTERNAL REVENUE CODE, OR (II) PROMOTING, MARKETING, OR RECOMMENDING TO ANOTHER PARTY ANY TAX-RELATED MATTER HEREIN.******

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To: Argyropoulos, Paul[Argyropoulos.Paul@epa.gov]
From: Michael.McAdams@hklaw.com
Sent: Wed 7/17/2013 8:14:42 PM
Subject: Re: John will send you a number ----- what's your address again for the meeting? Karl and I can only stay until 10:40.....need to the head to a meeting with OMB

Great. More than adequate. 800 17th street NW suite 1100. We will have someone at the front door and the meeting is downstairs one floor. Thank you.

Sent using BlackBerry

From: Argyropoulos, Paul [mailto:Argyropoulos.Paul@epa.gov]
Sent: Wednesday, July 17, 2013 04:11 PM Eastern Standard Time
To: McAdams, Michael J (WAS - X75140)
Subject: John will send you a number ----- what's your address again for the meeting? Karl and I can only stay until 10:40.....need to the head to a meeting with OMB

Paul Argyropoulos

Senior Policy Advisor

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To: Argyropoulos, Paul[Argyropoulos.Paul@epa.gov]
From: larryschafer18@gmail.com
Sent: Thur 6/6/2013 4:40:03 PM
Subject: RE: Question

Thanks ...

Larry Schafer

The Diamond Group
LSchafer@DCDiamondGroup.com

National Biodiesel Board
LSchafer@Biodiesel.org

LS

O: 202.737.8801

On Jun 6, 2013 12:36 PM, "Argyropoulos, Paul" <Argyropoulos.Paul@epa.gov> wrote:

Likely, by possibly not. I've been in California.

Paul Argyropoulos
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Web: www.epa.gov

-----Original Message-----

From: Larry Schafer [mailto:lschafer@biodiesel.org]
Sent: Thursday, June 06, 2013 12:01 PM
To: Argyropoulos, Paul
Subject: RE: Question

If they came ... would you hear about it?

Larry Schafer
National Biodiesel Board
O: 202.737.8801

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LSchafer@Biodiesel.org

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-----Original Message-----

From: Argyropoulos, Paul [mailto:Argyropoulos.Paul@epa.gov]
Sent: Thursday, June 06, 2013 11:45 AM
To: Larry Schafer
Subject: RE: Question

Not on my calendar. Not sure if anyone else has it on theirs.

Paul Argyropoulos
Senior Policy Advisor
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Mobile: [202-577-9354](tel:202-577-9354)
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Web: www.epa.gov

-----Original Message-----

From: Larry Schafer [mailto:lschafer@biodiesel.org]
Sent: Thursday, June 06, 2013 11:00 AM
To: Argyropoulos, Paul
Subject: RE: Question

Rumor has it ... that the team from Argentina is meeting with EPA this week ...

Larry Schafer
National Biodiesel Board
O: [202.737.8801](tel:202.737.8801)

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-----Original Message-----

From: Argyropoulos, Paul [mailto:Argyropoulos.Paul@epa.gov]
Sent: Friday, May 31, 2013 3:57 PM
To: larryschafer18@gmail.com
Subject: RE: Question

I have no idea what this means or where it may have come from. I'm off today but on a call with our team back at the office now. I'm on travel Monday - Wednesday. If you have any more intel on this let me know. Otherwise I won't be of any use to even discuss or respond.

Have a great weekend.

From: Larry Schafer [larryschafer18@gmail.com]
Sent: Friday, May 31, 2013 1:28 PM
To: Argyropoulos, Paul
Subject: Question

Paul

When u get a moment would like to discuss the following statement..m

Latest chatter in mkt is that EPA making "new effort" to find a way to approve as means of addressing D5/D6 deficits this year and next.

Thanks ...

Larry Schafer

The Diamond Group
-- and --
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LSchafer@Biodiesel.org
LarrySchafer18@Gmail.com

O: [202.737.8801](tel:202.737.8801)

ex-6

To: Argyropoulos, Paul[Argyropoulos.Paul@epa.gov]
From: Larry Schafer
Sent: Thur 6/6/2013 4:01:01 PM
Subject: RE: Question

If they came ... would you hear about it?

Larry Schafer
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LSchafer@Biodiesel.org

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Web: www.epa.gov

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To: Argyropoulos, Paul
Subject: RE: Question

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-- and --
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LSchafer@Biodiesel.org
LarrySchafer18@Gmail.com

O: 202.737.8801

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To: Argyropoulos, Paul[Argyropoulos.Paul@epa.gov]
From: Larry Schafer
Sent: Thur 6/6/2013 2:59:56 PM
Subject: RE: Question

Rumor has it ... that the team from Argentina is meeting with EPA this week ...

Larry Schafer
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et.6

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-----Original Message-----

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Sent: Friday, May 31, 2013 3:57 PM
To: larryschafer18@gmail.com
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Larry Schafer

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LSchafer@Biodiesel.org
LarrySchafer18@Gmail.com


O: 202.737.8801

pt. 4

To: Argyropoulos, Paul[Argyropoulos.Paul@epa.gov]

From: Brent Erickson

Sent: Wed 4/10/2013 7:05:50 PM

Subject: Rebuttals

MAIL_RECEIVED: Wed 4/10/2013 7:06:07 PM

[Eye on the EPA.PDF](#)

[RINs Talking Points 4.10.13.pdf](#)

[FA RIN factsheet 4.10.13.pdf](#)

Brent E



Renewable Fuels Standard And the problems that come with it...specifically gas prices

The Renewable Fuels Standard (RFS) mandates the minimum volumes of biofuels that must be blended into our nation's transportation fuel supply, and it does so on strict timetables.

The RFS calls for annually-increasing amounts of advanced biofuels, biomass-based diesel, cellulosic ethanol, and conventional ethanol be blended by 2022, and the associated costs, namely higher prices at the pump, inevitably will be passed on to consumers.

Environment and Public Works Committee Republicans have pressed for answers and economic analysis of the RFS from Gina McCarthy, President Obama's nominee to lead the U.S. Environmental Protection Agency (EPA). McCarthy is currently the EPA Assistant Administrator for the Office of Air and Radiation.

Tier III Limits & Rising Gas Prices

In late March, EPA proposed new emissions limits for passenger cars and trucks and lower limits on the sulfur content of gasoline. The proposed standard will likely **raise the cost of gasoline** for consumers up to 9 cents per gallon, and, when combined with additional fuel regulations, fuel costs could increase even more.

Deadlines & Renewable Identification Numbers (RINs)

In order for manufacturers and refiners to meet RFS volumetric requirements, the industry's obligated parties must produce and/or purchase RINs, which are assigned to each gallon of renewable fuel and can be traded, used for compliance, or rolled over to the following year.

As renewable mandates increase each year and demand for transportation fuel decreases, refiners are forced to blend more biofuels into a gasoline and diesel pool that is further reduced by companies trying to minimize their RFS compliance obligation. As companies are forced to spend more money on purchasing RINs, **that extra cost will be passed to consumers.**

Rampant Fraud

EPA's website lists the companies that sell RINs. However, there is no finalized system in place that verifies whether these companies actually produce the gallons of fuels that the RINs are associated with.

This has led to producers relying on fraudulent RINs purchased from fake companies – that had been listed on the EPA website. When the companies were

exposed as frauds, EPA held the producers responsible for purchasing illegitimate RINs, fined them for not being in compliance, and required them to purchase more RINs, **costing the companies millions of dollars.**

“Blend Wall” Challenges

Due to infrastructure constraints, low consumer demand, and the majority of engines not designed or warranted to operate using fuel with more than 10 percent ethanol (E10), [a "blend wall" is in the process of being hit.](#) EPA issued a waiver in 2012 to allow the introduction of 15 percent ethanol (E15), which is not approved for use in all engines therefore creating a situation ripe for “misfueling” and the voiding of manufacturers warranties. The inflated volumes of ethanol required to be blended and the volume of gasoline demand do not correspond. Market prices for ethanol RINs have skyrocketed at least in part due to the imbalance caused by the approaching "blend wall." Increased uncertainty in the RIN market, including unrealistic RFS mandates, recent fraud in the biodiesel RIN market, and decreased gasoline demand continues to drive up prices. **The volatility in this mandate-created market is passed along to consumers in the form of higher gasoline prices.**

RINs Talking Points

- **The oil industry is pulling in record profits, and that is contributing heavily to the gas price crisis. Refineries, too, are making record profits with record margins on each gallon of gasoline.**
 - Oil companies want to pull the wool over your eyes so no one notices how they're hurting consumers at the pump while making so much money.
- **Buying RINs is optional:** oil companies are electing to buy credits rather than open up the market to ethanol blends, thereby protecting their monopoly.
 - There is enough ethanol available for purchase right now, but the oil industry is taking a pass on renewable fuel, which is actually 65 cents *cheaper* than a gallon of gasoline today.
 - Why would the oil industry actually *spend* money to avoid buying a cheaper cleaner fuel? It's simple: the oil industry has elected to buy RINs from other refiners in order to block market access for ethanol.
 - Gas prices are high and volatile as a result of the oil industry's monopoly, and we can only lower and stabilize prices at the pump by increasing the share of renewable fuel that makes up each gallon of fuel.
- **Renewable fuel makes gasoline less expensive, not more.**
 - Ethanol lowers the cost gasoline by \$1.09/gallon, and with higher blends like E15 exhaustively tested and ready for deployment, more savings are at our fingertips – if only the oil industry will let Americans have them.
 - The cost of RINs that the oil industry threatens to pass on to customers is just a fraction of a cent, and even with that minimal cost, ethanol still saves Americans money at the pump.
 - Under a worse-case scenario, that per-gallon cost for RINs would be a mere \$0.0078
 - Blending ethanol reduces the cost of gasoline by 6 cents per gallon (it sells at a 60-cent discount); those savings far outweigh the fractional cost of RINs that the industry is threatening to pass through to consumers
- **RINs were heavily supported by the oil industry during the creation of the RFS because they wanted the flexibility that RINs would offer.**
 - API itself advocated for RINs in the past: "The flexibility in the RFS is vital in order to integrate ethanol into the gasoline pool as quickly and in the most effective way possible," said API spokeswoman Karen Matusic. [*Bush officials tout green credentials as EPA rolls out renewable rule* - The Oil Daily 4/11/2007]
 - A fully-functioning RIN market is one of several compliance mechanisms built into the RFS – that flexibility is part of what makes the policy work.

Blend Wall Talking Points

- Right now, it is very difficult to sell gasoline that is greater than 10% ethanol (E10) because the infrastructure, which is controlled by the oil industry, though inexpensive to create, does not yet exist. **This means there is a de facto mandate that 90% of your gasoline must be made of petroleum products.**
 - Oil companies have fought tooth and nail against the infrastructure improvements that will allow clean, inexpensive renewable fuel to penetrate the market in a way that would offer massive benefits to consumers. E15 is only available in a handful of gas stations around the country as a result.

- When the RFS was created, the ethanol industry was charged with making their product cost competitive—it is trading at \$0.51 less per gallon than gasoline as of late March, 2013—and the oil industry was charged with updating the infrastructure to allow alternative types of fuel to enter the market. **They have not done this.**
 - **E15 or fuel that is 15% ethanol is the most tested fuel in history and is ready for the market.** But oil companies are slandering the fuel in an effort to stop more oil alternatives from entering the market.
- The RFS target for this year is 13.8 billion gallons of renewable fuel, and as in previous years, it's expected that companies (oil refiners and gasoline blenders) will use mostly ethanol to comply.
 - The renewable fuel industry estimates that there will be 12.5 billion gallons of ethanol available for compliance with the RFS; the remaining 1.3 gallons will need to be met with excess RINs. Estimates also show that between 2.3 and 2.5 billion RINs are available for companies to purchase – there is plenty to go around.
- What's more, the **average RIN price for the first two-and-a-half months of 2013 was just 32¢.** More recent price increases have attracted attention, but need to be looked at in context: the market for RINs is small and made up of largely oil companies trading to one another.
 - **There is little oversight, so the public can't know why the prices are going higher and if those increases are actually related to supply and demand dynamics.**
- With RINs holding under \$1 each, and ethanol continuing to sell at a considerable discount to gasoline (as much as \$0.60 less on average last year), there are lower-cost and flexible ways for companies to meet the RFS.

RIN Fraud Talking Points

- **RIN fraud is a temporary issue that is being addressed comprehensively. We cannot discount the entire RFS program because of a few bad, independent actors. EPA took action to punish those responsible, and our industry came together and worked with the EPA to find solutions and prevent this type of misuse.**
- **RIN fraud is not rampant.** There are only four cases of RIN fraud and are being punished accordingly. Two cases have been prosecuted, with one case being sentenced to almost 12.5 years of imprisonment. The EPA and FBI are currently investigating the remaining two cases.
- **The EPA is moving swiftly to prevent further fraud,** putting in place measures a proposed a rule that seeks to amend the renewable fuel standard (RFS) program to address the fraud and restore liquidity to the RINs market.
 - Prevention measures include:
 - Minimum requirements for Quality Assurance Programs, including verification of type of feedstocks, verification that volumes produced are consistent with amounts of feedstocks processed and verification that RINs generated are appropriately categorized and match the volumes produced;
 - Qualifications for independent third-party auditors;
 - Requirements for audits of renewable fuel production facilities, including minimum frequency, site visits, review of records and reporting;
 - Conditions under which a regulated party would have an affirmative defense against liability for civil violations for transferring or using invalid RINs;
 - Identification of the party or parties who are responsible for replacing invalid RINs with valid RINs and the timing of such replacement;
 - Replacement instruments or other mechanisms that would provide assurance that invalid RINs are replaced with valid RINs

RINs 101

The truth about Renewable Identification Numbers

The Renewable Fuel Standard (RFS)

The RFS - created in 2005 and updated in 2007 – promotes the development and use of clean, affordable renewable fuel by requiring oil companies to blend it into the gasoline supply. And the policy is working: renewable fuel now makes up 10% of the nation's fuel supply. Increasing America's renewable fuel use has kept gas prices lower by \$1.09 per gallon, slashed U.S. spending on oil imports by \$44 billion dollars last year alone and supported 87,000 jobs in 2012.

Renewable Identification Numbers (RINs)

Key to realizing those benefits is the flexibility of the RFS itself. The program has a number of measures that allow both the Environmental Protection Agency, which runs the RFS program, and the companies complying with the regulation to adjust and meet blending targets under changing circumstances.

RIN credits are one way that the RFS offers flexibility to companies as they work to meet the standard.

How do RINs work?

- **RINs are free** credits that refiners receive when they buy a gallon of renewable fuel, and companies turn over RINs at the end of the year to EPA to prove they have met the RFS target.
- After purchasing ethanol, **refiners can separate the RIN from the gallon and sell it on the open market.**
- Companies that have bought and blended more renewable fuel than is required will have **extra RINs to sell to other refiners.**
- A portion of those **credits can be "banked," or carried over into a new year**, further increasing the available supply of RINs.
- This means that **oil companies can choose how they want to comply with the RFS:** either by buying a gallon of renewable fuel or by purchasing a RIN on the open market, as long as they have enough RINs (remember, each is equal to one barrel of fuel) to hand over to EPA at the end of the year.

Today's RIN Market

The RFS target for this year is 13.8 billion gallons of renewable fuel, and as in previous years, it's expected that companies (oil refiners and gasoline blenders) will use mostly ethanol to comply. The renewable fuel industry estimates that there will be 12.5 billion gallons of ethanol available for compliance with the RFS; the remaining 1.3 gallons will need to be met with excess RINs. Estimates also show that between 2.3 and 2.5 billion RINs are available for companies to purchase – there is plenty to go around.

What's more, the **average RIN price for the first two-and-a-half months of 2013 was just 32¢**. More recent price increases have attracted attention, but need to be looked at in context: the market for RINs is small and made up of largely oil companies trading to one another. There is little transparency, so the public doesn't know why the prices are going higher and if those increases are actually related to supply and demand dynamics.

With RINs holding under \$1 each, and ethanol continuing to sell at a considerable discount to gasoline (as much as \$0.60 less on average last year), there are lower-cost and flexible ways for companies to meet the RFS.

To: Larry Schafer[lschafer@biodiesel.org]
From: Argyropoulos, Paul
Sent: Mon 1/13/2014 5:38:11 PM
Subject: RE: You doing ok?

Hopefully not a large freckle.

Paul Argyropoulos

Senior Policy Advisor

US EPA

Office of Transportation and Air Quality

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Email: argyropoulos.paul@epa.gov

Web: www.epa.gov

From: Larry Schafer [mailto:lschafer@biodiesel.org]
Sent: Monday, January 13, 2014 12:37 PM
To: Argyropoulos, Paul
Subject: RE: You doing ok?

A freckle short of dandy ...

Larry Schafer

National Biodiesel Board

O: 202.737.8801

LTS

LSchafer@Biodiesel.org

Biodiesel – America's Advanced Biofuel!

www.americasadvancedbiofuel.com

1331 Pennsylvania Ave. NW

Suite 505

Washington DC 20004

From: Argyropoulos, Paul [<mailto:Argyropoulos.Paul@epa.gov>]
Sent: Monday, January 13, 2014 12:36 PM
To: Larry Schafer
Subject: RE: You doing ok?

Just dandy. You?

Paul Argyropoulos

Senior Policy Advisor

US EPA

Office of Transportation and Air Quality

Phone: 202-564-1123



Email: argyropoulos.paul@epa.gov

Web: www.epa.gov

From: Larry Schafer [<mailto:lschafer@biodiesel.org>]
Sent: Monday, January 13, 2014 12:35 PM

To: Argyropoulos, Paul
Subject: You doing ok?

Larry Schafer

National Biodiesel Board

O: 202.737.8801

 *2x.6*
LSchafer@Biodiesel.org

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Suite 505

Washington DC 20004

To: Larry Schafer[lschafer@biodiesel.org]
From: Argyropoulos, Paul
Sent: Thur 6/6/2013 4:36:18 PM
Subject: RE: Question

Likely, by possibly not. I've been in California.

Paul Argyropoulos
Senior Policy Advisor
US EPA
Office of Transportation and Air Quality
Phone: 202-564-1123
Mobile: 202-577-9354
Email: argyropoulos.paul@epa.gov
Web: www.epa.gov

-----Original Message-----

From: Larry Schafer [mailto:lschafer@biodiesel.org]
Sent: Thursday, June 06, 2013 12:01 PM
To: Argyropoulos, Paul
Subject: RE: Question

If they came ... would you hear about it?

Larry Schafer
National Biodiesel Board
O: 202.737.8801



LSchafer@Biodiesel.org

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Washington DC 20004

-----Original Message-----

From: Argyropoulos, Paul [mailto:Argyropoulos.Paul@epa.gov]
Sent: Thursday, June 06, 2013 11:45 AM
To: Larry Schafer
Subject: RE: Question

Not on my calendar. Not sure if anyone else has it on theirs.

Paul Argyropoulos
Senior Policy Advisor
US EPA
Office of Transportation and Air Quality
Phone: 202-564-1123
Mobile: 202-577-9354
Email: argyropoulos.paul@epa.gov
Web: www.epa.gov

-----Original Message-----

From: Larry Schafer [mailto:lschafer@biodiesel.org]

Sent: Thursday, June 06, 2013 11:00 AM

To: Argyropoulos, Paul

Subject: RE: Question

Rumor has it ... that the team from Argentina is meeting with EPA this week ...

Larry Schafer
National Biodiesel Board
O: 202.737.8801

ex. 6

LSchafer@Biodiesel.org

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Washington DC 20004

-----Original Message-----

From: Argyropoulos, Paul [mailto:Argyropoulos.Paul@epa.gov]

Sent: Friday, May 31, 2013 3:57 PM

To: larryschafer18@gmail.com

Subject: RE: Question

I have no idea what this means or where it may have come from. I'm off today but on a call with our team back at the office now. I'm on travel Monday - Wednesday. If you have any more intel on this let me know. Otherwise I won't be of any use to even discuss or respond.

Have a great weekend.

From: Larry Schafer [larryschafer18@gmail.com]
Sent: Friday, May 31, 2013 1:28 PM
To: Argyropoulos, Paul
Subject: Question

Paul

When u get a moment would like to discuss the following statement..m

Latest chatter in mkt is that EPA making "new effort" to find a way to approve as means of addressing D5/D6 deficits this year and next.

Thanks ...

Larry Schafer

The Diamond Group

-- and --

National Biodiesel Board

LSchafer@DCDiamondGroup.com

Lschafer@Biodiesel.org

LarrySchafer18@Gmail.com

O: 202.737.8801

ex 16

To: Larry Schafer[ljschafer@biodiesel.org]
From: Argyropoulos, Paul
Sent: Thur 6/6/2013 3:45:14 PM
Subject: RE: Question

Not on my calendar. Not sure if anyone else has it on theirs.

Paul Argyropoulos
Senior Policy Advisor
US EPA
Office of Transportation and Air Quality
Phone: 202-564-1123
Mobile: 202-577-9354
Email: argyropoulos.paul@epa.gov
Web: www.epa.gov

-----Original Message-----

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Sent: Thursday, June 06, 2013 11:00 AM
To: Argyropoulos, Paul
Subject: RE: Question

Rumor has it ... that the team from Argentina is meeting with EPA this week ...

Larry Schafer
National Biodiesel Board
O: 202.737.8801

Ljschafer@Biodiesel.org

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Larry Schafer

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